



Wisconsin Parks Infrastructure Fact Sheet




2 Park Units


\$80 M in DM&R

Deferred Maintenance & Repairs by Park and Asset Category

The tables below show National Park Service (NPS) Deferred Maintenance and Repairs (DM&R)¹ by park and asset category, respectively.

Park ²	DM&R
Apostle Islands National Lakeshore (APIS)	\$66 M
Saint Croix National Scenic Riverway (SACN)	\$13 M
Ice Age National Scenic Trail (IATR)	\$2 M
Total	\$80 M

Asset Category	DM&R
Buildings	\$45 M
Housing ³	\$625 K
Campgrounds	\$401 K
Trails	\$1 M
Waste Water Systems	\$273 K
Water Systems	\$178 K
Unpaved Roads ⁴	\$395 K
Paved Roads ⁵	\$3 M
All Other ⁶	\$30 M
Total	\$80 M

Note: DM&R values in the tables above may not sum exactly due to rounding.

Proposed Investments⁷

The table below shows formulated facility project investments from the following fund sources: *Great American Outdoors Act Legacy Restoration Fund (LRF)*, *Federal Lands Transportation Program (FLTP)*, *Repair/Rehabilitation (R/R)*, *Line Item Construction (LIC)* and *Recreation Fee Revenue (Rec Fee)*. **Projects and estimates are subject to change based on final scope and design efforts, emerging priorities, and available resources.**

Park	Projects in Current Funding Stream	Estimated Proj. Cost ⁸
APIS	Rehabilitate Waterfront at Little Sand Bay and Devils Island, Reconstruct Boathouse	\$17,200,000
APIS	Repair/Rehabilitate Outer Island Dock Phase 2	\$1,400,000
APIS	FY 2024 Replace Manitou Island Dock	\$428,000
IATR	Repair Exterior of Cross Plains Barn	\$274,000
APIS	Lengthen and Rehabilitate the Long Island Dock	\$252,000
APIS	Paint Exterior of Chequamegon Point Light Tower (Long Island)	\$218,000
IATR	FY 2026 Repair Asphalt and Concrete parking areas - Cross Plains	\$94,000
APIS	Rehabilitate Rocky Island Dock	\$71,000
APIS	FY 2023 Replace Manitou Island Dock	\$43,000
IATR	FY 2025 Repair Asphalt and Concrete parking areas - Cross Plains	\$34,000
SACN	Remove Abandoned Wells in the Upper District	\$9,000
Total Estimated Project Cost		\$20,023,000

Notes

¹ *Deferred maintenance and repairs (DM&R) includes only correction of existing deficiencies. It does not include, for example, alterations for improved accessibility, upgrades to meet current building codes, installation of new fire suppression systems, expansion of capacity, or annual recurring maintenance needs. The data is from the Facility Management Software System (FMSS) as of September 30, 2022.*

² *Saint Croix National Scenic Riverway (SACN) spans multiple states. Only the inventory and associated DM&R needs located in the state of Wisconsin are included.*

² *Ice Age National Scenic Trail (IATR) is in Wisconsin but is not an official park unit. However, it has inventory recorded in the FMSS, so it is included.*

³ *Housing is defined as residential structures associated with the NPS Employee Housing Program whereby rent is collected and associated support buildings (e.g., detached garages). Excluded from this category are multiuse buildings (e.g., visitor centers) that include quarters unit(s).*

⁴ *Unpaved Roads includes unpaved parking areas and unpaved roadways.*

⁵ *Paved Roads includes bridges, tunnels, paved parking areas, and paved roadways.*

⁶ *All Other assets may include trail bridges, trail tunnels, maintained landscapes, boundaries, utility systems, dams, constructed waterways, marinas, aviation systems, railroad systems, ships, monuments, maintained archeological sites, fortifications, interpretive media, and amphitheaters.*

⁷ *Projects from the following fund sources and fiscal years were included: Great American Outdoors Act Legacy Restoration Fund (FY24), Recreation Fee Revenue (2023 and 2024 Congressional Justification), Repair/Rehabilitation (FY23 - FY27), Line Item Construction (FY24 - FY28) and Federal Lands Transportation Program (FY23 - FY26), per authorization levels provided in Public Law 117-58, the Bipartisan Infrastructure Law. Costs for LRF FY24 Projects are based on estimates as of March 2023, which are subject to change. The NPS is in the process of evaluating LRF FY25.*

⁸ *Cost estimates for projects are dependent on the current phase and size of each project's scoping and costing process. Planning for larger, more complex projects requires a longer lead time and preconstruction activities may be funded separately. These estimates continue to be refined as scoping and design is completed and the project moves toward execution. Costs are rounded to the nearest thousand.*